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He knew that it would cost much, and if it could not be at once taken in hand on that ground, he suggested, as an alternative, that the 2½ miles of road from Mavelikara to Kollakadavu be made cartable. He also prayed that the road from Chengannur to Mannar, for which some lands had already been acquired, be broadened and made cartable. If none of the roads could be at once sanctioned, he requested that stringent instructions be issued to spend the annual maintenance allotments on the roads properly.

Dewan's reply.—Noted.

7. The hardships caused by the levy of ferry charges under the Public Canals and Ferries Regulation, especially in Thiruvalla.

Mr. K. M. Mammen Mappila (Member, T. I. C., Thiruvalla) represented that the levy of ferry charges under the Public Canals and Ferries Regulation, I of 1084, was a source of unmitigated suffering and inconvenience to the people. The Regulation, even if worked strictly in accordance with the letter and the spirit of the law, could not but inflict great hardships, especially upon the poorer classes of His Highness' subjects. When it was remembered what sort of persons the ferry contractors were, and how helpless, ignorant and innocent were the majority of the people who had to make constant use of the ferries, it would be easy to see how impossible to exaggerate were the evils arising out of the present arrangement. To the ordinary man the hardship was not in having to part with two cash but in the waste of time and the unnecessary inconvenience to which he was put by the indifference of the contractors' men. With the poor man it was all those put together. The income accruing to the Government from ferry charges was nominal and was completely out of proportion to the difficulties, hardships, losses and delays inflicted upon the pepople. In the matter of conveying vehicles and animals from one side of a river to the other, the difficulty was still greater. The scarcity of small coins also added to the stock of difficulties and inconveniences. When the financial condition of the State was otherwise prosperous, the Member thought that the levy of ferry charges was an unnecessary burden, if it was meant to maintain the ferries in that way. The Member then graphically described his own personal experience at some of the ferries of the Thiruvalla taluk. A man going from Thiruvalla to Mavelikara over a distance of 12 miles had to pay ferry charges at three different places. The Regulation had particularly exempted the school-boy from payment of the ferry charges but he had to attend school late on almost all days. He then cited the case of a beggar who had an opportunity of getting a meal at a feast, on the opposite bank of a ferry. Under the rules, he had first to earn at least two cash before he could think of the feast and, if he had not another two cash, he would have to remain on the other side till he begged and earned it. Then again, he knew of another incident in which a man, who had no cash with him and who had an urgent business on the other side of the river, jumped into the river to swim across but the ferry boatman had the audacity not to allow that even. All that, he said, was no exaggeration, but he mentioned them because they would give the Government an idea of the extent of the sufferings of the poor people under the existing ferry laws.

On being asked by the Dewan whether the Member had any amendments to propose to the existing Regulation or

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rules to make them more easily workable, he replied that the only proposal he had to bring forward was to *abolish* the ferry charges as a whole and not to amend the rules. In conclusion, he prayed that, if the Government could not remit the ferry charges altogether, some other cess or new method of taxation less oppressive might be devised to make up for the loss caused by the abandoning of the ferry charges, as that would fall only on the rich who could afford to pay and would set free the really poor from the burden.

The Member then presented a memorial signed by 60 Members of the Assembly containing the same prayer.

Dewan's reply.—Noted.

78. The need for more roads in the Thiruvalla taluk.

Mr. K. Govinda Pillai (Member, Thiruvalla taluk) said that cartable roads were practically non-existent in the eastern *pakuthies* of the Thiruvalla taluk and prayed that orders be issued for the early construction of the Poovanakadavu—Cherukolpuzha Road and the Kaviyur—Kozhencherry Road, which were already sanctioned by the Government. He next requested that a road from Gnaliyal in Kaviyur to the Manimala Range office through Poovanakadavu in Mallappalli or from Piramattathu market in Kallupara to Manimala be ordered to be constructed. He also said that the existing means of communication were the old foot-paths in the villages. The prevalence of danger from snake-bite rendered the periodical clearing of them essential for human protection. Encroachments on them were also common. He therefore requested that imperative orders be issued for preventing the encroachments and for making the clearing and maintenance of the paths obligatory on the owners of the adjoining compounds.

Dewan's reply.—Noted.

79. The need for improving the Murinjapuzha Canal.

Mr. P. Joseph Panapallil (Member, T. I. C., Alleppey) said that the Wadai Canal on the north and the Commercial Canal on the south were now connected by two cross canals, one at Chungam on the east and the other near the beach at the triple bridge on the west. Another cross canal at the middle was very desirable. All cargo boats plying between Alleppey and the northern taluks now used the Chungam cross canal with the result that there was congestion of boat traffic in that as well as in the Commercial Canal. A cross canal in the middle would have diverted a large portion of the traffic along the Wadai Canal. The proposed Murinjapuzha Canal was half way between Chungam and the triple bridge. The present canal required widening and deepening here and there for the passage of cargo boats. There was at present a bridge over the canal where it entered the Commercial Canal. A similar one would have to be constructed where it entered the Wadai Canal also. He said that a road also on either side of the canal would have to be laid out as was the case at the western crossing and as had been proposed at the Chungam crossing. The flow of water from or to the canal would also facilitate the washing away of silt etc., of the Commercial Canal. He therefore requested that early action might be taken in the matter.

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